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BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.

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DATE YEAR.....NO. 364

AMUSEMENTS TO-NIGHT.

STANDARD THEATRE—FRANCIS TOTO. WALLACK'S—SEE STOUT TO CONQUER. UNION SQUARE THEATRE—FRENCH FLATS. DAILY THEATRE—AMERICAN NIGHT. GRAND OPERA HOUSE—STREETS OF NEW YORK. NEW YORK OPERA HOUSE—STREETS OF NEW YORK. BROADWAY OPERA HOUSE—STREETS OF NEW YORK. THEATRE COMIQUE—MULLIGAN GUARDS. HALLER'S THEATRE—THE GAYLY SLEAVE. ABBEY'S PARK THEATRE—FARINA. NEW YORK CIRCUS—HUNTY DUMPTY. MAISON. ABBEY'S THEATRE—POOR OF NEW YORK. GERMANIA THEATRE—DIE NICHTER DES MILLIONAREN. NIBLO'S GARDEN—HEARTS OF STEEL. TONY PASTORS—MRS. DISCOW'S PARTY. MAISON. SAN FRANCISCO MINSTRELS—THOMPSON STREET PLAZA. THEATRE COMIQUE—MULLIGAN GUARDS. KOSTER & BIAL'S CONCERT HALL. MADISON SQUARE GARDEN—WALKING MATCH.

TRIPLE SHEET.

NEW YORK, TUESDAY, DECEMBER 30, 1879.

The probabilities are that the weather in New York and its vicinity to-day will be warm and cloudy, with rains in the morning, followed by lower temperature and clearing toward night. To-morrow it promises to be colder and partly cloudy.

WALL STREET YESTERDAY.—The volume of business at the Stock Exchange was about double that of the daily average of last week, and prices advanced considerably. Money ruled at seven per cent for call loans on stocks. The Sub-Treasury paid out \$2,085,000 on account of January interest. Bonds of all classes were strong. Exchange was quiet.

THE POSTMASTER GENERAL is anticipating a victory over the lottery men.

ANOTHER PROMINENT CANADIAN expresses to a HERALD representative his views of Dominion politics, but somehow they do not agree with those of Sir Francis Hincks.

FOUR NEGROES charged with murder have been lynched in a Louisiana parish. Are the State courts so worthless that they cannot be trusted to punish even black criminals?

THE SINKING FUND COMMISSION instructs the Comptroller to execute the contract by which General Spinola and associates are to be allowed to lay steam pipes in the lower part of the city. Now for street obstructions.

COMPETITION in the business of exporting meat and cattle is promised from Nova Scotia. Our exporters can stand it, but how the English drover will feel about increased antagonism and from that of his own household, remains to be seen.

STATISTICS OF CIVIL MARRIAGES during the year unexpectedly show that Italy nearly equals all other nationalities combined. The City Fathers exact no fees for the service, and Italians of the lower class know the value of a dollar better than any other people.

NOW THAT the government authorities believe that they have captured a counterfeiter, who was also a grocer, perhaps they will turn their attention to this class of possible offenders, any one of whom can do a dozen times as much mischief, while making change for his many customers, as a single man who "shoves" a dollar here and there.

TWO OF THE POLICE COMMISSIONERS, in the course of a walk on Saturday, found several delinquent policemen. The next time they start on such a trip let them go through the bad parts of the city and qualify themselves to satisfy public curiosity about the immense amount of conversation that occurs between officers and members of the dangerous classes.

EX-COMMISSIONER MACLEAN informs Commissioner Campbell that from 1867 to 1870 no permits to obstruct streets or sidewalks were granted to builders or any one else, and that the authority to prevent such abuses still exists. Now let Mr. Campbell make use of his knowledge and save the public from the annoyance and danger that the builders are so willing to inflict.

THE ELECTRIC LIGHT continues to draw pilgrims to the Edison shrine at Menlo Park, where the little horseshoes gleam on the night. The necessary steps for a general illumination there are in progress, but as the system is extended it can be seen nightly. A letter elsewhere details the immediate plans of the inventor, and pertinently recalls some features of the struggle coal gas went through for public recognition at the beginning of this century.

THE WEATHER.—The disturbance is gradually overcoming the resistance offered to its eastward progress by the area of high barometer in front of it, and is now moving slowly over the St. Lawrence Valley district. Its energy has been almost entirely dissipated and the pressure within it raised considerably by the constant inflow of air from the two areas of high barometer which overlie the South Atlantic States and the Northwest. The narrow neck of relatively low pressure that connects the disturbance referred to above with the low zone that extends over the Southern and South-western districts is but very faintly marked, running southwestward from the lower lakes to Texas. It is likely that the two high areas will merge over the central valleys to-day only to be separated again within the next few days by a disturbance that is moving over Utah and Colorado. Rain fell in the lower lake regions, Middle Atlantic and New England States, and snow over the upper lakes. The temperature rose east of the lower lakes and the Ohio Valley. Elsewhere it fell decidedly. The winds were generally light in all the districts except the Northwest, where they increased to brisk. The temperature will begin falling quickly again to-morrow night, and the first few days in January promise to be very cold. The weather in New York and its vicinity to-day will be warm and cloudy, with rains in the morning, followed by lower temperature and clearing toward night. To-morrow it promises to be colder and partly cloudy.

The Dundee Train.

The particulars of the most terrible accident in the history of railway transportation anywhere in the world are reported in the HERALD's despatches this morning so far as they have been ascertained. Unhappily they leave too much to conjecture, for there is no survivor. There have been kindred accidents in which the loss of life rivals what occurred with the Dundee train that plunged into the Firth of Tay Sunday night. The disaster at Norwalk, in Connecticut, where a train ran into the gap of an open drawbridge and fifty passengers were drowned within two hours' ride of this city, is still vivid in public recollection, though it happened twenty-six years ago. But it is the recent catastrophe at Ashtabula, in Ohio, which recurred to every American's mind at the news of the tragedy in Scotland. There, on a fierce winter night of wind and snow and biting cold, a train at full speed pushed an iron truss bridge from its supports and dropped into a narrow chasm nearly a hundred feet deep with one hundred and forty-seven passengers, of whom half were killed—some outright by injury, some by the cold as they lay mangled and helpless, and some by the fire of the burning train, from which they could not escape because they were held down by the wrecked material of the cars. Now, the last Sunday train which left Edinburgh for Dundee on the North British Railway, just at dusk on a winter evening, and reached the south bank of the Firth near seven o'clock, started to traverse an iron bridge two miles long and disappeared in the middle of its course. The moon was shining brightly. There was no unusual commotion of the weather except in the wind. That was blowing with extraordinary force, but none of the reports hints that its severity caused a suggestion from any of the railway officers that the train should postpone the crossing, although the possibility of such a delay seems to have been discussed among residents in Forfarshire. At nine minutes past seven the signal was given from the Fife-shire shore that the train had entered the bridge. Some of the residents had gathered at the north end to await its arrival. When it grew late and they caused inquiry to be made why it did not come it was found that telegraphic communication was interrupted. A multitude of horror-stricken people was soon gathered from Dundee. Then two of the railroad officers crawled out along the iron spans three-quarters of a mile or more, and came to a yawning abyss half a mile wide, at the bottom of which was flowing the tide of the Firth. One-third of the whole structure had fallen. Crawling back with bleeding hands they reported what they had witnessed, and then it was recalled that at about the time the train must have been near the middle of the crossing a strange appearance had been observed of a shower of fire hurled downward at that point, which was, perhaps, the contents of the furnaces of the locomotive dashed out in its fearful career from the level of the bridge to the water. Between the man who had signalled the beginning of the passage from Fife-shire and those who waited opposite the train of seven cars had vanished, leaped from the rails, torn through the open framework of the spans and plunged ninety feet downward into the sea. Probably the passengers were all locked into their compartments, as is usual on railroads in Great Britain.

We append to our special despatches a carefully prepared and illustrated description of the bridge, in which it is noticeable that modifications were made from its original design concerning the spans over the deepest part of the Firth. Before the beginning of its construction in 1871 no span was planned to exceed two hundred feet, but the structure as finished in 1878 comprised thirteen spans of two hundred and forty-five feet each, and it is precisely these which were torn away, leaving the piers standing. Upon these wide spans, where the accident occurred, the trains ran between the latticed girders, the platform for the rails resting on the bottom booms, but across all the other spans the upper booms immediately sustained the platform. Cheapness of construction was one of the motives of the change. We do not venture an opinion whether life has been sacrificed to parsimony. The inquest upon the dead must determine that question. We also call attention to the evidence we cite that the capacity of the structure to resist any possible pressure of wind was particularly considered by its architects, by reason of doubts which were publicly suggested on that point, and it was asserted in their behalf that "the most severe hurricane on record would equal only one-half of its resistant power." Theories as to the precise cause of the dramatic calamity will naturally be plentiful, for the imagination speculates upon such startling occurrences with morbid activity. The pride of British science is mortified by an event which puts to shame its most boastful recent structure. Investigations will be immediately made by competent engineers—indeed, they have already been begun by Sir Thomas Bouch, upon whom rests the heaviest responsibility—and they may discover facts which will take all the mystery out of the occurrence. Yet this is by no means certain. It may forever remain obscure whether some defect in the structure of the bridge made itself felt that night for the first time; whether the gale had sufficiently displaced one of the many spans to throw off the train; whether, finally, the bridge was all sound until wrecked by the plunge of the train literally blown from the rails. Trains have been blown from rails at points much less exposed than that at which this one went over. There could, indeed, not be imagined a position at which the full sweep of a gale could strike a train with more force than on that stretch of two miles over an arm of the sea at nearly a hundred feet above the level. Our opinion is that the bridge was sound, but that the train was turned over by the wind and tore it to pieces as it burst away—like some Titanic missile weighing a million pounds. The pressure of the wind, as nearly as we can conjecture its speed from the imperfect reports, probably was

about fifteen thousand pounds upon each one of the seven cars, or one hundred and five thousand pounds altogether. This would not be sufficient to overcome the inertia of a mass of the weight of such a train; but in this case the pressure was not exercised against an inert mass. It was rather a deflection of a moving mass that had to be accomplished, and of course this could be caused by a far smaller pressure than would affect the inertia of such a body. Perhaps investigation will make this all clear, and the inquiry is worthy the anxious attention of any public which travels on trestle roads built at high levels.

Recorder Hackett's Successor.

When a vacancy happens in the office of Recorder the law requires it to be filled by the Board of Supervisors. In the city of New York the Aldermen act as Supervisors, and the duty now devolves on them of electing a Recorder whose term of service will be about a year. Recorder Hackett's permanent successor will be elected by the people next November to fill the unexpired residue of his term, and will enter upon his duties on the 1st of January, 1881. The Recorder *ad interim* to be chosen by the Board of Aldermen will therefore have about one year to serve.

It is understood that the Aldermen will not act on this matter to-day. It is the day of Recorder Hackett's funeral, and it is a proper mark of respect to postpone the appointment of his successor until after his body has been consigned to its last resting place.

We trust that the Aldermen have a just appreciation of the importance of this unusual duty. We do not care to consider the political composition of the Board in this connection, since nothing is clearer than that party politics should be a subordinate motive in filling judicial offices.

We understand that ex-Judge Gunning S. Bedford is widely talked of among members of the city Bar as a suitable successor to Recorder Hackett. The judgment of the Bar is no doubt influenced by the fact that Judge Bedford has had a successful experience in the discharge of precisely the same duties which would devolve on him as Recorder. The principal function of the Recorder and of the City Judge is to preside in the Court of General Sessions. Sometimes the City Judge presides and sometimes the Recorder. Their duties are identical; experience in one office is precisely equivalent to experience in the other. Judge Bedford, who won an enviable reputation as City Judge, is qualified to step at once into Recorder Hackett's vacant place and bring to the discharge of its duties a thoroughly ripe experience. This can hardly be said of any other lawyer in the city. If the choice is to depend on the fitness acquired by previous training Judge Bedford is the best selection that could be made.

If a new Recorder were to be appointed for a full term of fourteen years this reasoning would not apply with the same force. In that case it might be well to allow an inexperienced lawyer a year's apprenticeship for acquiring familiarity with his duties for the sake of the subsequent thirteen years of service. But it would be absurd to appoint a raw Recorder to fill a temporary vacancy, since he would go out of office before he had well learned its duties. The reason for making the terms of judges so long is to give the public the benefit of their acquired experience. The same reason should have weight in filling vacancies whenever it is possible to utilize judicial experience in making temporary appointments.

Despairing of the Republic.

President Seelye, of Amherst College, seems to be envious of the distinction which Mr. Wendell Phillips has attained to as the New England prophet of ill omen. For the last quarter of a century Mr. Phillips has at least two or three times a year solemnly assured us that the country was on the eve of destruction and that we could not possibly survive another twelvemonth. Considering the lamentable failure of the Boston agitator as a prophet it is a little curious that so eminent and distinguished a citizen as President Seelye should endanger his reputation by indulging in predictions the monopoly of which Mr. Phillips has hitherto enjoyed. But such, nevertheless, is the fact. At a meeting of the Middlesex Club recently in Boston the Amherst President is reported as having said: "I had a letter not long ago from a gentleman quite well acquainted with public life, an officer in the army, in which he said, 'I think we have elected our last President by the people,' and President Seelye added: 'We have come to a time when it behooves us to look out carefully. The Roman and Persian empires had territories as large as ours; they had wealth unsurpassed, and yet what was their fate?' No one knows better than President Seelye that the political conditions of the old Roman Republic and our own are as dissimilar as possible, wider apart, in fact, than our own government and that of Russia. It would be idle to argue the question. No system of government ever devised was perfect, and it would be folly to claim such an attribute for the one under which we live. It is, however, the nearest approach to perfection that has been made. The fact that some of our politicians are not all that they should be cannot be adduced as the proof that the Republic is about to pass away. The people, and not the politicians, are the real rulers, and when the time comes they make short work of the political demagogues like those of Louisiana a few years ago and of Maine at the present time. President Seelye's speech was evidently the result of a fit of indigestion. The Middlesex Club ought to get a new cook."

Arrears of Taxes.

An interesting statement relative to the city's bad debts appears in our columns to-day. From this it seems that the city is carrying, as arrears of taxes, about eleven and a half million dollars, which is practically reported as bills receivable, the list running back more than a quarter of a century! As these fictitious assets consist

of personal taxes, many of which are held against persons long since dead and others being charged to persons who are penniless at the present time, it would seem that the Legislature might help us to at least reduce this lying paper balance, instead of leaving it to increase in worthless dimensions during the years in which it will be sure to enlarge its dimensions.

Distracted Maine.

The situation in Maine remains substantially unchanged since the despatches which we published yesterday. The question of paramount interest for the moment is whether Governor Garcelon will submit Mr. Morrill's points to the judgment of the Supreme Judicial Court. While thoughtful citizens of both parties desire this honorable and peaceful solution, adverse influences are brought to bear upon the Governor. It is stated that both branches of the fusion party are opposed to the submission, professing to regard it as a republican trick or trap. The Governor will make a great mistake if he heeds their clamor. If in so grave a crisis he has not firmness to act on his own judgment his character is unequal to his responsibilities. The noisy demands of heated partisans should be brushed aside by him as an impertinence when the peace of the State is staked upon his action. A letter has been sent to the Governor by Mr. Frank Bird, of Boston, arguing that the Supreme Court has no jurisdiction. There could not well be a more flagrant or officious impertinence than for a citizen of another State to assume to instruct the Governor of Maine as to the powers of its highest tribunal. If the Supreme Court has no jurisdiction it will so decide and declare, and in that event the position of the Governor will suffer no damage from judicial criticism. But if the Court should decide that it can take cognizance of the points, the Governor will be relieved from a heavy and most unpleasant responsibility. It is a relief which he should covet. No sane human being can doubt that if he votes legally deposited in the ballot boxes could be legally counted the republicans would have a majority of the Legislature. The citizens honestly did their part in depositing their legal votes in a strictly legal manner. They ought not to be defrauded of their choice by the negligence of the returning officers, unless the law is so explicit and absolute that no way can be found for making the popular will effective. When technicalities are made to obstruct right and justice Governor Garcelon himself should rejoice to have a way pointed out to him by which the intentions of the voters could be respected without any violation of law. There is nothing which he should so much desire as to be relieved from the odious responsibility of nullifying the votes which were legally and honestly put into the ballot boxes. He will make a great blunder if he refuses to submit the points to the Court.

We print an interesting conversation with ex-Governor Chamberlain, one of the wisest and most fair minded men in the State. He is major general of the Maine militia, but has never qualified, and thinks he would not qualify under present circumstances. He thinks the State militia is too small to need a major general. But if he were an actual officer of the militia he would think it his duty to obey the orders of the Governor. Soldiers have no discretion as to whether they will obey the orders of their lawful superiors. Ex-Governor Chamberlain does not doubt that the militia will respond if Governor Garcelon calls them out, and his opinion is confirmed by the fact that four companies have offered their services. Mr. Chamberlain, like most patriotic citizens, thinks that the proper solution of this difficulty lies in the submission of the contested points to the Supreme Court. He deprecates all talk of force and condemns his own party for its imprudences in this respect. But it is doubtful whether wise counsels will prevail.

"Under the Scalpel."

A more horrible story than that printed to-day under the above caption would be hard to imagine. A poor man goes to Bellevue Hospital, dies, his family learn of his death only by accident and six days after the event. After ten days of persistent effort by the sorrowing wife the remains are returned in a mutilated condition, lacking, according to the woman's statement, a portion of the skeleton and the greater part of the flesh! The effect of a body-snatching story is mild compared with this. The responsibility for this blunder, or crime, seems to rest between the hospital clerk and a messenger, with appearances decidedly against the former, but the management of the institution itself is at fault when so important a matter as notifying the relatives of deceased patients is left to a single man or messenger. Commissioner Brennan is said to be investigating the case, and it is to be hoped that the department will make an example of the person responsible for this outrage, no matter what politician's friend he may be.

watched and studied and compared with an ever-increasing interest. The first man in Europe, before all things, a diplomatist, and men whose position is far below Prince Bismarck, men like Prince Hohenzollern, Prince Reuss, Count Münster, Count Schouvaloff, Lord Odo Russell, M. Fournier, Count Zichy, Lord Dufferin, Sir Henry Layard, even M. de Pacha, are to be seen to affect by their character, their abilities and their ideas the vital interest of nations."

Mr. Proctor writes:—"The London Examiner twice the Americans with a non-ethnological people because they call the Germans Dutch; but Americans may reply—

mutatis nomine de de
Fabula narratur—
(a quotation, by the way, which I heard a few days since given as a hexameter verse)—*Maugis nomine dicit, fabula narratur*, which would rather have surprised Horace, I imagine; for there can be no doubt that our English use of the words 'Dutch' and 'Dutchman' had its origin in ethnological forgetfulness, or, if not ignorance. The word 'Dutch' was originally applied by the Tontons to all their own people, as distinguished from others whom they called Welsh (from *Welsh*, a stranger). It is only within the last 200 years that even English writers have fallen into the habit of applying the name 'Dutch' to one particular Low Dutch family, our near kinsmen (yours, also, I need hardly say, my American cousins) in the Netherlands. If Americans have not fallen into this usage their state is the more gracious. I suppose Germans may be assumed to be not wholly acquainted with the name of their own nation, and that if they call themselves Dutch, as they unquestionably do—for what else?—Dutch—they probably are so. They, at any rate, would not indorse the Examiner's statement that they are no more Dutch than they are Danes. By the way, the words 'Dutch' and 'Welsh' have seldom been more quaintly used than in the old Swiss chronicles, where, in describing the wars between Charles of Burgundy and the Swiss, the latter are always called the Dutch and the Burgundians the Welsh."

THE RUSSIAN MISSION.

FORMAL ACCEPTANCE OF GOVERNOR VAN ZANDT—A SCION OF THE KNICKERBOCKERS.
[BY TELEGRAPH TO THE HERALD.]
NEW YORK, N. Y., Dec. 29, 1879.

Governor Van Zandt sent a telegram to Secretary Evarts this afternoon formally accepting the Russian mission recently tendered him by the President.

SKETCH OF THE APPOINTMENT.
Governor Charles C. Van Zandt, of Rhode Island, is descended from one of the earliest burghers of New Amsterdam, now New York. He is the son of General Edward Van Zandt, whose father, Wynant Van Zandt, was a prominent old New York merchant of the firm of Lawrence & Van Zandt, who were in their day largely engaged in the East India trade. Wynant Van Zandt resided in a stately mansion in Wall street, near Jauncey court, which was at that time the fashionable quarter of the city. He was a member of Trinity Church and was a citizen of much prominence. He was associated with the enterprise of opening the Erie Canal. The Knickerbocker of Van Zandt. They had numerous representatives in the Continental army. Governor Van Zandt's father, General Edward Van Zandt, married the daughter of Governor Collins, of Rhode Island, and by his mother's family Governor Van Zandt is descended from Governor Bradford, of Mayflower celebrity. Governor Van Zandt is a descendant of Albert G. Greene, whose name is widely known as the author of "Old Grimes is Dead."

M. HENRI SAY INDIGNANT.

HE DENIES THE CHARGE OF FAILING TO RESPOND TO SIGNALS OF DISTRESS—HIS OWN SIGNALS DISREGARDED.
[BY TELEGRAPH TO THE HERALD.]
BALTIMORE, Dec. 29, 1879.

M. Henri Say was called upon to-day in reference to the communication published in the HERALD of Friday last from Commander Morton, of the steamship *Clyde*, in which it was charged that M. Say failed to pay any attention to the distress signal of the steamer when spoken of the coast a day or two before the mishap to the yacht *Henriette*. He entered a positive denial of the charge of discourtesy and expressed his surprise and indignation at such an extraordinary allegation. M. Say states that on Saturday, the 12th of December, the *Henriette*, about three A. M., was off Hog light, between the breaker and Cape Charles. He saw a large steamer showing signals to attract attention. The *Henriette* was about twelve miles from the light, and the steamer was about seven miles from the *Henriette*, three-quarters on the port side. We steered toward the vessel at once, and when we were within a few miles we saw the answer was, "some fellow's overboard." I answered, "it is nothing needed, send a small boat." He did not answer. I then answered, "I stayed about the vessel for an hour and a half, keeping as near the vessel as possible all that time, and when I saw the signal of distress I showed a signal indicating that they did not want any more; then I sailed away. M. Say's logbook contains a record of the circumstances above given. The *Clyde* was at that time under way, and was steering northwest. As for towing, M. Say states that he could not have done any good, and was not requested. When the *Henriette* was overtaken by the *Clyde* she (the *Henriette*) was under way. The *Henriette* passed as near the *Clyde* as possible to send her the answer, and when she was within a few miles she asked no questions of her. The *Henriette* was in easy speaking distance. The *Clyde* entered Hampton Roads about twelve o'clock noon on Sunday. She was in tow of a large steamer. M. Say stayed five days in Norfolk harbor and no report at all was made by the *Clyde* of having met either the *Henriette* or the *Pollett*. M. Say further says that he reported to pilot boat No. 2 in Hampton Roads upon his arrival that he had met a disabled steamer and the circumstances.

THE *HENRIETTE'S* DISTRESS SIGNALS UNHEARD.
After the *Henriette* became disabled M. Say says that two large steamers and a number of sailing vessels passed him on the coast, but that he saw no light, and though he had signals of distress flying and fired off his cannon at least ten times, no attention was paid to him. The *Henriette* was under way, and was steering northwest. As for towing, M. Say states that he could not have done any good, and was not requested. When the *Henriette* was overtaken by the *Clyde* she (the *Henriette*) was under way. The *Henriette* passed as near the *Clyde* as possible to send her the answer, and when she was within a few miles she asked no questions of her. The *Henriette* was in easy speaking distance. The *Clyde* entered Hampton Roads about twelve o'clock noon on Sunday. She was in tow of a large steamer. M. Say stayed five days in Norfolk harbor and no report at all was made by the *Clyde* of having met either the *Henriette* or the *Pollett*. M. Say further says that he reported to pilot boat No. 2 in Hampton Roads upon his arrival that he had met a disabled steamer and the circumstances.

THE STEAM YACHT MIGNON.

[BY TELEGRAPH TO THE HERALD.]
NEW YORK, Dec. 29, 1879.
The handsome steam yacht *Mignon*, belonging to Mr. Jos. Buckley, of Philadelphia, arrived from the coast to-day, where Mr. Buckley and a party of friends have been enjoying a gaying trip.

THE EX-PRESIDENT.

VISITS TO THE EXECUTIVE DEPARTMENTS—DINNER WITH MR. MORTON—THE SOUTHERN TRIP POSTPONED UNTIL AFTER NEW YEAR'S.

WASHINGTON, Dec. 29, 1879.
Before the ex-President had his breakfast this morning there were at least twenty callers to pay their respects to him. He received them and then ate his morning meal. When he came back into General Beale's sitting room there were quite a number of other visitors on hand and a large portion of the morning was thus occupied. The ex-President and his son Ulysses then walked to the Department of State and paid a visit to Secretary Evarts. The Secretary had meanwhile driven to General Beale's house for the purpose of paying his respects to the ex-President, but hurried back to the Department in time to receive the first call in person. The ex-President then proceeded to the War Department, and first entering General Sherman's room, talked some time with him, and afterward received visits from a number of army officers on duty in the Department. A visit was next paid to Secretary Ramsey on the floor above. The clerks had learned of his presence in the building and on his occasion to be present from room to room in order to get a look at him. Secretary Thompson received the next visit. He spent some time with him, and then went to the office of the ex-President, where he found a congenial spirit in the occupant as to smoking. They smoked and talked together for some time, and then the ex-President went to the bureau came in to pay their respects. AT THE WHITE HOUSE.
Leaving the Department the ex-President and his son walked back to General Beale's, being stopped frequently on the sidewalk to shake hands with some

old acquaintance, and at twelve o'clock he and Mrs. Grant, Mrs. Fred Grant, General Beale and Mrs. Beale and Mrs. Ulysses Grant, Jr., drove to the White House to visit Mrs. Hayes. The President is out of town. After leaving the White House the ladies returned to the residence of General Beale and Mr. Ulysses S. Grant, went back to the State Department, where they remained about an hour with Secretary Evarts. He then returned to General Beale's house.

A DRIVE AND A DINNER.
During the afternoon the ex-President received a number of additional visitors, among them Chief Justice Waite and several of the justices of the Supreme Court. He then took a drive in an open buggy with General Beale along Pennsylvania avenue and thence to the residence of General Beale's mother on the outskirts of the city.

In the evening the ex-President and his wife were entertained at dinner by Mr. and Mrs. Levi F. Morton, of New York, the other guests being Chief Justice Waite, Secretary Evarts, General and Mrs. Beale, General Garfield, Admiral Ames, General and Mrs. Sheridan, Mr. Street, of New York; Miss Barrell, of Baltimore; Senator Cameron, of Pennsylvania; Senator Allison, Mr. Jay A. Hubbell, Mr. George B. Loring and Mr. William Morton Grinnell.

THE SOUTHERN TRIP.
A change has been made in the programme for General Grant's Southern trip. He will remain in Washington until next Friday, instead of leaving to-morrow as he intended. This postponement of his departure will enable him to see more of his friends and to receive many old friends on New Year's Day.

ARMY INTELLIGENCE.

WASHINGTON, Dec. 29, 1879.

Assistant Surgeon B. D. Taylor, United States Army, is ordered to report to the Commanding General of the Department of the East for assignment to duty.

NAVAL INTELLIGENCE.

MOVEMENT OF NATIONAL VESSELS.

[BY TELEGRAPH TO THE HERALD.]
NOBOLTA, Va., Dec. 29, 1879.
The United States steamer *Nipsic*, Commander Schoonmaker, took on sixty tons of coal to-day, and will sail to-morrow early for Laguna.

The United States Coast Survey steamer *Endeavor*, Commander Thomas, arrived in the harbor last night from New York. She is on her way to Beaufort, N. C., where she will be engaged until spring in surveying the Atlantic in that vicinity.

THE CONSTELLATION IN A GALE—ORDERS.

WASHINGTON, Dec. 29, 1879.
The Navy Department has received advices from Gibraltar reporting the arrival there on December 8 of the United States ship Constellation, Captain Henry Wilson commanding. Captain Wilson reports having left New York on November 10 and that he had fine weather until November 21, when, near Cape Verde, the captain, mate and crew of ten men, and brought them to Gibraltar.

Assistant Surgeon Charles J. Nourse is detached from the *Talapoan* and ordered to the Naval Hospital at Washington. Master Francis Winslow is detached from the *Coast Survey* and placed on waiting orders.

MOVEMENTS OF THE KANSAS.

The United States ship *Kearsarge* arrived at Kingston, J. A., December 19, from St. Jago de Cuba, and left on the 22d for Belize, Honduras.

THE BEST IN THE WORLD.

[From the Port Byron (N. Y.) Chronicle, Dec. 27.]
The New York HERALD is one of the best papers published. All who want a good paper should subscribe for it.

BIBLE REVISION.

The New Testament Company of the American Bible Revision Committee held their last meeting on Friday and Saturday, and finished the second revision of the Book of Revelation. In their next meetings they will consider the final action of the British company on their work. It is expected that the revised New Testament will be published and published by the English University press during 1880, which is the fifth semi-centennial of the publication of Wickliffe's Bible, the first complete translation of the Old and New Testaments into the English language.

The Old Testament Company at their last session revised for the first time, the translation of the Book of Job up to xl. 14.

OBITUARY.

STEPHEN HAYNES.
Park Commissioner Stephen Haynes died at his place of residence, 245 Fulton avenue, Brooklyn, on Sunday last, in the seventy-third year of his age. Mr. Haynes, who has been a member of the Park Commission in that city since 1860, when that department was organized, was born in Bridgehampton, in Suffolk county, L. I. When he was in his twelfth year, in 1812, he enlisted as a drummer boy and served throughout that war against England. He subsequently learned the trade of mason in Brooklyn and became a prominent contractor. In 1839 he was the superintendent builder of the City Hall. He also built the old Washington Street Methodist Episcopal Church, of which congregation he was a member, and at which edifice his funeral services will be held to-morrow afternoon. Mr. Haynes, who was a descendant of the Sixteenth regiment of State militia. He took a deep interest in the public schools of Brooklyn, and was for several years a member of the Board of Education. Mr. Haynes was a citizen of the city of Brooklyn, and was also connected with the Nassau and other insurance companies. He was a man of cheerful social temperament, and was remarkably bright and active for his years.

ROBERT H. ANDERSON.
Mr. Robert H. Anderson, who died at an early hour yesterday morning at his residence, No. 390 Broadway, Brooklyn, was well known in democratic circles. He was a native of Pittsburg, Pa., of Irish parentage, and was forty-seven years of age. While engaged in the four business in Williamsburg with his late partner, Mr. Anderson, he was elected Prison Inspector by the Democratic Convention in 1876, receiving 2,000 votes in excess of Governor Robinson, who was elected on the same ticket. After holding the office for three months he resigned upon an amendment to the constitution. In the late election he was nominated by the independent democratic party for Supervisor at Large, but was defeated. He leaves a wife and five children.

COLONEL ARTHUR T. LEE, U. S. A.
Colonel Arthur T. Lee, a retired officer of the United States army, died yesterday at Rochester, N. Y. He was born in Pennsylvania, and after graduation at the Military Academy at West Point was appointed second lieutenant in the Fifth Infantry in October, 1858. He was transferred to the Eighth Infantry during the next year, became a first lieutenant in March, 1864, a captain January 27, 1868, a major (second grade) 26, 1869, and a lieutenant colonel in March, 1874. He was breveted a lieutenant colonel July 2, 1863, "for gallant and meritorious service in the battle of Gettysburg." In January, 1870, he was promoted to the grade of "wounds received in the line of duty," and in the following July was given the rank and retired pay of a full colonel.

DR. ALFRED SEYMOUR GIBBS.
Dr. Alfred Seymour Gibbs died yesterday at No. 99 Lafayette place, in the forty-ninth year of his age. He was a native of New Bedford, Mass., and graduated in Harvard University. He travelled extensively, visiting every country in Europe. He became a master of the French and German languages and was engaged in the translation of the letters of Goethe to his mother when he health failed him. He was an industrious collector of natural history specimens. The remains will be removed to-day to New Bedford for interment.

THE REV. DR. CONSTANTINE BLODGETT.
The Rev. Dr. Constantine Blodgett, for many years pastor of the Congregational Church in Pawtucket, died last evening, aged seventy-seven years.

GEORGE M. BARNES.
Mr. George M. Barnes, aged fifty years, for many years assistant engineer on the Erie and Champlain Canal, died at Utica yesterday.

CHARLES A. BENJAMIN.
Mr. Charles A. Benjamin, of Adams, ex-member of Assembly, and a prominent agriculturist, died at